

# ADVERTISE!

The Best Medium for  
Advertising  
in the Colony is  
**THE CHINA MAIL.**  
THE POPULAR AND LEADING PAPER.

# The China Mail.

ESTABLISHED 1845.

GOLD MEDAL, PARIS 1889, 1894.  
**JOSEPH GILLOTT'S**  
**PENS.**  
Of Highest Quality, & Having Greatest  
Durability, & Therefore  
CHEAPEST.  
The only Award, Chicago, 1893.  
NUMBERS FOR USE BY BANKERS.  
Barrel Pens, 25¢ per doz.  
Ship Pens, 30¢, 50¢, 75¢, 100¢, 150¢.  
In Fine, Medium, and Broad points.  
The New Turned-up Point 100¢.

No. 11,377.

號三十月八年九十九百八千一英

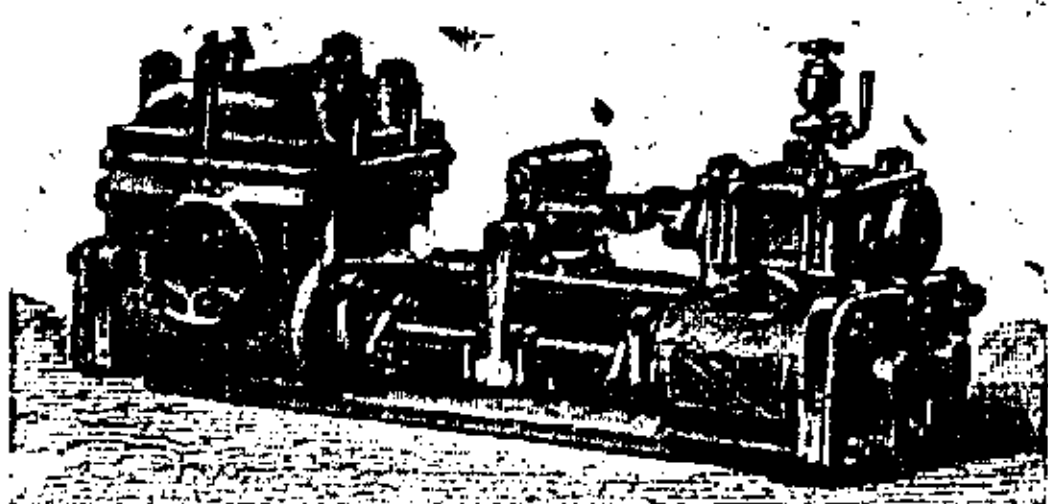
HONGKONG, WEDNESDAY, AUGUST 23, 1899.

日八十月七年亥己

PRICE, \$2.50 per Month.

## Business Notices.

## W. S. BAILEY & Co.,



17, PRAYA CENTRAL.

PUMPS, PACKINGS, AND GENERAL STORES.  
STEAM LAUNCHES BOUGHT,  
SOLD OR BUILT TO ORDER,

By **W. S. BAILEY,**  
Consulting and Superintending Engineer and Surveyor.

THE HONGKONG ELECTRIC COM-  
PANY, LIMITED.

NOTICE is hereby given that an EX-  
TRAORDINARY GENERAL  
MEETING of the HONGKONG ELECTRIC  
COMPANY, LIMITED, will be held at the  
Company's Office, Queen's Building,  
Victoria, in the Colony of Hongkong, on  
SATURDAY, the 26th day of August,  
1899, at 12 o'clock Noon, when the sub-  
joined Resolution will be proposed.  
Should the Resolution be passed by the  
required Majority, it will be submitted for  
confirmation as a Special Resolution to a  
Second Extraordinary Meeting which will  
be subsequently convened.

1. That the Capital of the Company be  
increased to the sum of \$800,000 by  
the issue of 30,000 New Shares of  
\$10 each, which shall be considered  
part of the Original Capital and be  
offered to the existing Shareholders  
in proportion to the number of Shares  
held by them.  
2. That the said New Shares be offered  
to the Persons who on the 18th day  
of September, 1899, shall be Regis-  
tered Members of the existing Shares  
in the proportion of a New Share  
for each existing Share held by them.

By Order of the Board,  
**GIBB LIVINGSTON & Co.,**  
Agents,  
Hongkong, August 9, 1899 - 1893

THE PUNJON MINING COMPANY,  
LIMITED.

IN Accordance with Articles Nos. 26 and  
27 of the Articles of Association of the  
Company, NOTICE is hereby given that  
the following SHARES will be liable to be  
FORFEITED, unless the CALL DUE on  
the 17th DAY OF APRIL LAST be PAID,  
together with Interest at 10% per Annum,  
at the Office of the Company, No. 9, PRAYA  
CENTRAL, on or before the 1st day of  
September, 1899.

The following are the distinguishing  
Numbers of the ORDINARY SHARES:-

57477/57501	55801/55940
11961/11965	34399/34391
69106/69109	36213/36224
16245/16269	23011/23035
58142/58152	42141/42155
23642/23673	51528
23637/23681	56159/56168
23682/23688	46070/46110
23782/23791	45611/45635
32044/32045	47301/47310
25644/25663	47840/47859
50466/50515	47890/47939
	49705/49729

W. H. GASKELL,  
Acting Secretary,  
Hongkong, August 17, 1899. - 1853

HONGKONG & SHANGHAI BANKING  
CORPORATION.

THE DIVIDEND Declared for the Half-  
Year ending 30th June last, at the  
Rate of ONE POUND AND TEN SHIL-  
LINGS Six pence per Share of \$125, is PAY-  
ABLE on and after MONDAY, the 21st  
August Current, at the Office of the  
Company, where SHAREHOLDERS are  
requested to apply for WARRANTS.  
By Order of the Court of Directors.  
\* T. JACKSON,  
Chief Manager,  
Hongkong, August 19, 1899. - 1871

WANTED  
A MANAGER for the Distribution of  
ESSENCE and PERFUMES.  
Must be acquainted with Book-keeping.  
Apply by Letter, stating terms expected,  
to the Hon. Secretary, at the Institution,  
2 Praya Central.

ARCH. RITCHIE,  
Hon. Secretary,  
Hongkong, August 19, 1899. - 1867

OLIVERS FREEHOLD MINES,  
LIMITED.

IN Accordance with Article No. VIII.  
Paragraph 3 of the Articles of Asso-  
ciation of the Company, Interest at the  
Rate of 8% per Annum is being CHANGED  
on all Unpaid CALLS.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, August 19, 1899. - 1893

## THE HONGKONG HOTEL.

FOR COMFORT UNSURPASSED  
IN  
ASIA.

## THREE MAGNIFICENT PIANOS

A BABY GRAND, - - \$900.  
A SEMI GRAND, - - \$1,100.  
A BUDDHIST GRAND, \$1,500.  
Cash or Monthly Installments.

NOW ON VIEW AT  
LANE, CRAWFORD & CO.'S MUSICAL DEPARTMENT.

## COTTAM & Co.

FOR CHRISTY'S AND TOWNEND'S HATS,  
COURT AND EVENING DRESS SHOES, Etc., Etc

## MANILA CIGARS.

HARVEY'S ROYAL TAWNY PORT.  
THE DUC DE MONTEBELLO CHAMPAGNE

Hongkong Agent: W. HUTTON POTTS.  
Office: DAIRY FARM BUILDING,  
Below Glenadey.

## THE PHARMACY,

22 Queen's Road Central (Opposite the Entrance to  
Hongkong Hotel).

THIS Business has been under entirely New Management since August 1st. All  
Prescriptions dispensed by a qualified Chemist. Special attention paid to French  
and all other Foreign formulae.

Homeopathic Medicines. Medicine Chests Refitted.  
**LAURENOL** A New Odorless, Non-dangerous Disinfectant.  
Chloro-aluminate of zinc sulpho-cupric.

Wines and Spirits. Cigars.  
Manager, RICHARD FLINT.

THE UNIVERSAL CALCULATOR,  
PIROZSHA COWASJEE POCHAJEE,  
late Manager to  
Messrs CAMA & CO., England and China.

ON Interest, Commission, Brokerage,  
Premium, Discount, Salaries, Wages,  
Rent, Income, &c., together with Exchange  
of England, France, India, and China. An  
unique work of the utmost practical  
utility and highest accuracy, with best  
testimonials from Bankers, Merchants, &c.  
Price in cloth bound 50¢.

Apply to  
CAWASJEE PALLANJEE & CO.,  
Hongkong, August 9, 1899. - 1894

HONGKONG AND WHAMPOA DOCK  
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share, and  
BONUS of 12% per Share for the Six  
Months ending 30th June, 1899, Declared  
at Monday's Ordinary Half-Yearly Meeting,  
will be PAYABLE at the Office of the  
Company, Queen's Building, Praya,  
on and after TUESDAY, the  
22nd August, and SHAREHOLDERS are  
requested to apply for DIVIDEND WAR-  
RANTS at the Company's Office, Queen's  
Building, Praya.

By Order of the Board of Directors.  
THOS. I. ROSE,  
Secretary,  
Hongkong, August 21, 1899. - 1890

## Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL-PRAYA.



BELL'S ASBESTOS PACKINGS  
ARE THE BEST.  
BELL'S BOILER COMPOSITION  
IS THE BEST.  
BELL'S ENGINE OIL  
IS THE BEST AND CHEAPEST IN THE MARKET.  
KINGHORN & MACDONALD,  
MANAGERS.

CANADIAN BUTTER. FRENCH  
ISIGNY BUTTER.

In Prime Condition.  
Received direct from the Cana-  
dian Department of Agriculture.

PRICE  
1 lb. tins ... .. \$0.75  
2 lbs. tins ... .. \$1.40 Per 1 lb tin ... .. 80 Cents

Lane, Crawford & Co.

WILKINSON, HEYWOOD & CLARK, LTD.,  
(PROPRIETORS OF DAVID STORER & SONS),  
LONDON - LIVERPOOL - PARIS.

PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND CO.

DELL BRAND  
PAINTS  
OF ALL COLORS,  
WHITE LEAD,  
WHITE ZINC,  
RED LEAD,  
TURPENTINE,  
COPAL VARNISH,  
AND  
PALE BOILED  
LINSEED OIL.

It is impossible to procure in Hongkong A WHITE ZINC PAINT  
which is Superior to  
BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.  
(All Keys Bear a Green St. Andrew's Cross.)

ASK FOR FERGUSON'S  
P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD  
HIGHLAND WHISKY.

FERGUSON'S  
SPECIAL CREAM  
BRADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;  
devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF  
WHISKIES.  
PURE AND MILD.

Sole Importers,  
F. BLACKHEAD & Co.

PEAK HOTEL  
AND  
CRAIGIEBURN.

THE PEAK HOTEL is Situated at VICTORIA GAP, adjoining the TRAMWAY  
STATION, 1360 feet above Sea Level.  
CRAIGIEBURN is Situated at PUNNETT'S GAP, five minutes walk from the  
PEAK HOTEL.

Fine Healthy Location-Variety of Beautiful Scenery, Cool Southerly Breeze  
in Summer, with perfect protection against the North-East Winds in Winter.  
Well appointed Rooms, attentive Service, and excellent Cuisine.

2 City Office 7, DUNDRELL STREET. Geo. J. Casanova, Manager.

CLETEAS  
HYGIENIC CORDIAL.

Per 1 dozen flasks ... .. \$15.00

Coldbeck, Macgregor & Co.,  
SOLE AGENTS

Hongkong, July 24, 1899. - 1703

FOR SALE.

YUBARI LUMP COAL just to Hand  
from MOROZAN (JAPAN); also  
14 OLD BRASS RAFTS, fit for use  
on Steamers. Apply to

KWONG MAN WO,  
No. 133, Bonham Street, West  
Hongkong, May 8, 1899. - 1100

## Business Notices.

## Don't Read this!

IT'S NOT MEANT FOR YOU!

We have come to stay,  
And supply all comers  
Thoroughly, cheaply, promptly,  
Keeping up our fairly-won reputation  
In Hongkong and all parts of the East.  
Nothing daunted by the croakings of the timid  
Spot Cash has been our watchword and  
It has carried us to Victory.

Look at our achievements.  
In honesty we found the best policy.  
Money, energy, defiant to competition.  
In-season and out of season we persevered;  
To-day we present to the world a Combination  
Edifying, encouraging, enchanting to those who  
Defeated all enemies and opponents, and  
Led to Victory.

WATKINS, LIMITED. 1893

## GREEN ISLAND CEMENT CO.,

LIMITED.

FIRECLAY WORKS, DEEP WATER BAY, HONGKONG.  
CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT.

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING,  
BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY,  
&c., &c.

For Prices and further particulars, apply to

SHEWAN, TOMES & Co., General Managers.

## "CLAYMORE."

FINE  
OLD SCOTCH WHISKY.

Sole Agents:-THE VICTORIA DISPENSARY,  
HONGKONG.

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES  
named:-

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON	Bombay	G. M. MONTGOMERY, R.N.	About 24th August.
SHANGHAI	Valde	J. F. JENKINS	About 1st Sept.
LONDON, &c.	Chusan	E. STREET	Nov. 2nd Sept.
YOKOHAMA, Via N'SAKI & KOBE	Rohilla	S. DE B. LOCKYER, R.N.	2nd Sept.
LONDON	Formosa	A. G. CUBITT, R.N.	About 7th Sept.
YOKOHAMA, Via N'SAKI & KOBE	Candia	W. H. HAUGHTON, R.N.	About 13th Sept.

\* See Special Advertisement.  
For Freight or passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office,  
Hongkong, August 19, 1899. - 1798

JUBILEE.

A LIGHT PILSENER BEER,  
IN HOCK BOTTLES.

Per case of 4 dozen quarts - - \$13.  
" 6 " pints - - 13.

SOLE AGENTS:  
H. PRICE & CO.,  
12 QUEEN'S ROAD.

LADIES.

WE CAN ALWAYS WELL SUPPLY YOUR EVERY NEED FROM DAY TO DAY. If You  
DOUBT IT, COME AND TRY AT

WHITELEY'S OF THE FAR CATHAY.  
Ex S. S. FORMOSA, NEW MILLINERY, &c.,  
LATEST NOVELTIES IN LADIES' APPAREL.

W. POWELL & Co.,  
Immediately Opposite T. O. Ltd. Floor.







## Notes by the Way.

Nanking was made an open port on 1st May.

The Glasgow team won the China Cup at Hickey with 453 points.

The site of the Volunteer camp this year has been fixed for Lyonnun.

Dentists practising in Manila must give practical proof of their qualifications.

The loss to the insurance companies by the recent fire at Yokohama is yen 400,000.

Now that the French have taken to quelling among themselves, there is a prospect of peace for the rest of the world. *Europe!*

The Royal Welch Fusiliers will hold a grand review at Mountain Lodge, Mount Austin, tomorrow afternoon, commencing at five o'clock.

Yesterday afternoon, a bricklayer's coolie fell from a scaffold at a building in course of erection at Macdonell Road, and was killed instantly.

There is little fighting among the Southern Philippine Islands. In the neighbourhood of Iloilo, the natives are resuming their peaceful occupations.

The newspaper correspondent killed near Manila, Charles T. Spencer, was for two years in the Chinese Customs at Shanghai, and was for a time in Corea.

Among the officers at stations abroad who recently passed in various subjects for promotion is the name of Lieut. W. A. L. Lathbridge, Royal Lancaster Regiment.

A Spanish prisoner who has escaped from the Filipino lines to Manila, alleges that General Pilar had ordered the execution of an American officer and two privates held prisoners by the insurgents.

Emilio Aguinaldo has renewed his offer to allow newspaper correspondents to accompany him in his campaign against the Americans. The U.S. authorities in Manila, however, refuse to allow the correspondents to cross the lines.

Now that one may reasonably hope to hear of things settling down in the Philippines—and in fact whether that is a reasonable hope or not—what the average man wants to know (says the *Bangkok Times*) is when the quality of Manila cigars is going to improve.

On Sunday, August 13, Dr Manuel Malvar was arrested by the American police in Manila for having in his possession a letter from Col. Latta of the insurgent army to Antonio Escamilla, formerly a private secretary of General Aguinaldo. Escamilla, who was acting as official interpreter to the Americans, has also been placed under arrest.

At the Magistracy to-day, Mr. J. Brown, third engineer of the P. and O. steamer *Nankin*, charged an Indian coal trimmer with deserting the ship. The man had been absent from the ship for six days and was found at the barracks at Kowloon. As the ship was leaving to-day the Magistrate ordered that the man be put on board by the Police.

The *Manila Times* asserts that Bal-domero Aguinaldo, brother of Emilio, the Filipino leader, escaped to Hongkong with \$70,000 belonging to the Filipino fund. The allegation is that he extorted this money from the native peasantry south of Manila, and that he is to use the money for his own purposes. It is more likely that the money will be spent on munitions of war to carry on the rebellion.

## Amended.

The departure of the P. & O. Co.'s s.s. *Bowley*, Captain G. M. Montford, R.N.R., for London, is postponed until noon, tomorrow, the 24th inst.

## The U.S. Minister to China.

The U.S. cruiser Princeton has gone to Taku to take on board Mr. Conger, the U.S. Minister at Peking, who intends to follow the example of Sir Claude MacDonald by visiting the various Coast Ports. At Shanghai, he will transfer to the *Monaghan*, in October, and journey up the Yangtze.

## Chinese Office Changes.

It is reported in one of the vernacular papers (says the *M.C. Daily News*) that Ye Lu, Viceroy of Chihli, may possibly be transferred to a southern Vice-royalty, and the Kuai Chin, Viceroy of Szechuen, may be transferred to Tientsin in place of Viceroy Yu Lu.

## France and China.

The *Universal Gazette* publishes the following: The French Minister has recently been most importunate in forcing upon the Tsungli Yamen the necessity of constructing the Chienan-Kuan-Lungchow Railway (Kuang-Annam border), but to all the importunities of the French Minister the reply was given that 'the Treasury is empty.' Compelled at last to give a definite reply, the Tsungli Yamen finally said that if France would advance the money, the railway could be built at once. Naturally the French Minister was only too glad to consent to loan the money, and the result is that France lends China 15,000,000 francs, interest to be paid in the form of a 4 per cent loan to construct the above-named railway line.

## Chung Chih-tung and the Empress.

It will be remembered (says the *N.C. Daily News*) that mention was made in these columns, the other day, that Viceroy Chung Chih-tung, at Wu-chang, had received the Empress Dowager's decree to close all the schools established by him last year in obedience to the Emperor's Reform decrees. We now learn that Viceroy Chung has since reconsidered with the Empress Dowager on the subject and asks that a trial, at least, ought to be made with the schools and that the scholars now in them should be allowed to graduate and show their talents before the institutions are forced to close. As the Empress Dowager does not wish to offend Viceroy Chung, just now, she may possibly grant the request.

## Insurance.

The *N.C. Daily News* of the 19th inst. contains a thoughtful article on life insurance, entitled 'The Protection of the Family.' It is an argument to thinking men to provide for their wives and families, and not to leave them to fate or blind chance when death has removed the wage-earner. We quote the following paragraphs:

'If a man earns five thousand dollars a year it is obvious his labour, capitalised at five per cent, represents a working capital of \$100,000. If he dies this capital is lost, and the income payable thereon ceases suddenly. His wife, however, taken the precaution to set aside one-quarter of his earnings, and limited his expenditure to \$3,750 per annum, at his death his family would be entitled to a certain income of \$3,000 a year for twenty years to come. Thus, his death, after deducting his personal expenditure, would leave his family in almost the same position, so far as money is concerned, as they enjoyed during the lifetime of the husband and father. Yet there are many men of this kind who are content with a mere paltry assurance of \$500, or at most \$1,000. It is admitted that interest on safe securities has a downward tendency, and those who leave behind them inadequate life assurance might often as well leave none at all. The beneficiary, finding that the income derived from the policy of insurance is insufficient, seeks to augment it by availing of tempting investments, with the almost inevitable result that in a short time the small capital has wholly disappeared. Assurance that provides a reasonable income cannot be sacrificed in such a manner.'

## REVIEWS.

THE CAPSINS. By E. F. Benson. London: Methuen and Co.

The Capsins, Mr Benson's latest production, is a story of the Greek struggle for freedom in 1822. It breathes the free air, the big sky and the expansive freedom of the Polo parties. The title name is borne by Sophia Capis, the chiefness of the clan of that name. At the opening of the story she shows herself a self-willed young woman, refusing to marry the husband appointed by the elders, preferring rather to sail ships and fight them to sit down mending stockings. She has great luck among the Turks, playing the very mischief with them, and in the end falls in love with a married man named Mitsos, who naturally is unable to return the compliment. She winds up by blowing herself up in a powder magazine. The subordinate characters are well drawn, but the defect of hasty writing was never more clearly shown than in some of the concluding chapters of the book. For instance we are told that the Greek Commander-in-Chief Kokotokos sat down to breakfast in his brass helmet. We are also told that the same individual went for a walk in that spacious helmet of his. Where Salma proceeds to blow her farewell to Mitsos on the day Noel, we are told that Mitsos kissed her tenderly upon her departure. Of course this may be a part of the human face, but we have never yet heard of it. The book, however, is intensely thrilling and interesting in its stirring details from cover to cover, and no reader who takes it up will be satisfied until he is finished with it.

SWALLOW: A Tale of the Great Trek. By H. Rider Haggard. London: Longmans, Green and Co. Hongkong: Messrs. Kelly and Walsh.

Rider Haggard has invented the fiction of Africa; and the Africa of Rider Haggard is Rider Haggard's own. Notwithstanding that it is wonderfully interesting. In his latest story, sub-headed 'A Tale of the Great Trek,' he does not begin to speak of that celebrated emigration of our friends the Boers until the book is nearly finished, but even in this age of wonders we very much doubt if a participant in that historical event even lived to have a narrative taken down on a typewriter. The narrator of the story is Frau Botman, whose husband, Jan, is still alive. These, at the opening of the story, with their daughter, Susanne, are residing somewhere in what is now known as the Eastern Province. Susanne is their only child; they are praying at Naachtmaal and other times for a boy to bless their union, but such boy never comes. One day Susanne is lost, and after hunting for her in vain she turns up leading a young English boy named Ralph Kenzie, who is adopted into the family and becomes as one of them. He had been wrecked on the coast during a dreadful storm on his way home from India with his parents, who both perished. The boy grows up to love Susanne and the old people, when enquiries are made concerning him, they deny the evidences of his identity which were found upon him. The villain of the book is a certain Piet van Vreen, known as Swart Piet, who is of cunning for he is in a position to take advantage of his peculiar position of the Dutch in which the young man sits with the girl after her parents are dead, and by the length of the sitting judges of her feelings towards him. Ralph marries Susanne and then the trouble commences. The Boers determine on trading with the English, and Susanne, who is interested by him, is induced to go with him and all are ambushed. At the end of the book Susanne is beleaguered by Swart Piet, who is fighting with the Boers, and the Garrison is subsequently starved out. Susanne is in the habit of sitting on a rocky eminence watching for the coming of her husband. An old witch doctor, who is the necessary wild figure in Rider Haggard's narrative, takes a deadly poison, and Susanne, who is in the rocky chair, and Susanne passes out with the Garrison disguised as a Kaffir woman. Of course the whole story ends happily, and the descendants of Susanne and Ralph are to be the Boers of the future.

## TO-DAY'S TELEGRAMS.

'CHINA MAIL'S' SPECIAL SERVICE.

## POLITICAL SITUATION IN CHINA.

## FRENCH AND ITALIAN CLAIMS.

## ITALIAN RAILWAYS IN BRITISH SPHERES.

(From Our Own Correspondent.)

SHANGHAI, August 23, 4 p.m.

The Chinese Government, yielding to the pressure of M. Pichon, the French Minister at Peking, has expressed its willingness to grant the French the Concession asked for at Nanking, under the provisions of the Tientsin Treaty of 1858, provided that France can obtain an agreement with Great Britain.

The Italian claims are now set forth in detail. The Italian Government claims for its capitalists the right to construct railways from Hangchow to Ningpo, from Peking to Shansi, and from Canton to the Western borders of the Province of Kwangsi, all as continuations of the projected British railway systems. Italy also claims the right to establish Italian schools throughout China.

## REUTERS' TELEGRAMS.

London, August 21.

## RIOTS IN PARIS.

An anarchist outbreak has occurred in Paris. St. Joseph's Church was sacked. Order was only restored after desperate collisions between the police and the mob, lasting three hours. The cavalry made several charges, three hundred and sixty persons are seriously injured.

## THE PLAGUE IN EUROPE.

The plague has broken out at Barcelona and at other places on the Peninsula.

## THE TYPHOON.

Mr J. M. Beck, Acting Manager of the Joint Cable Companies, issues the following notice under date 23rd inst.:

Stormy weather has again stopped telegraphic communication with Foochow by all routes, but restoration is expected some time to-day.

In the meantime, the greater part of yesterday's telegrams are waiting at Sharp Peak, having failed to get through by the Chinese landlines from Amoy, which, at the time, were reported as being in order.

To-day, we are without our usual mid-day weather report from the Observatory. We copy the following from our evening contemporary's 'Extra':

'On the 22nd at 4.30 p.m. Black Drum hoisted.

'On the 23rd at 10.20 a.m. Black North Cone hoisted. The typhoon entered the coast near Swatow during the night. It is probably passing Westwards in the main, and, when it will gradually fill up. The barometer has fallen in the Kowloon Channel, fallen, but not inclined to rise, in Hongkong. Forecast:—Strong or fresh W. to S.W. winds; squally, showery.'

We hope the Observatory will take note.

## LEGISLATIVE COUNCIL MEETING.

A meeting of the Legislative Council will be held to-morrow at 2 p.m. The following is the agenda:—

Financial Minute No. 12. Questions by the Hon. T. H. Whitehead, NEW PUBLIC WORKS.

Will the Colonial Secretary inform the Council whether the Government has sanctioned the Director of Public Works with authority to incur the expenditure of the Public Works Committee, plans, drawings, specifications, estimate of cost, and full information regarding proposed new Public Works, and, if so, what are the reasons for departing from the course in connection therewith and which has been customary hitherto for years past?

'BEACONFIELD' REPAIRS AND ALTERATIONS. Will the Honorable the Colonial Secretary inform the Council why the proposal to expend a substantial amount of Public money on repairs and alterations to 'Beaconfield' was not submitted to the Public Works Committee for their consideration and report to the Council as has hitherto been customary?

## BEACONFIELD EXPENDITURE.

Will the Honorable the Colonial Treasurer inform the Council:—(1) under what authority was the sum of \$19,075.70 expended in alterations and repairs to 'Beaconfield,' and cost of the litigation in connection therewith, disbursed; (2) on what date was the said money paid; and (3) why has no financial minute been submitted to the Council or the Finance Committee in respect thereof?

## PUBLIC WORKS COMMITTEE.

Will the Honorable the Director of Public Works inform the Council why plans, drawings, specifications, estimate of cost, and full information in the new Public Works undertaken since about the middle of last year have not been submitted to the Public Works Committee for consideration and report to the Council as has been customary hitherto for years past?

## SPECIAL COMMISSIONER'S REPORT ON NEW TERRITORY.

With reference to Special Commissioner's report dated 8th October, 1898, on the Extension of the Colony, will the Honorable the Colonial Secretary inform the Council whether, exclusive of servants, any other gentlemen or persons, Foreign or Chinese, other than those mentioned in para. 3 of the said report, accompanied him on his visit to any of the villages and towns in the New Territory; if so, what were their names, what was the necessity for their presence, and why and for what purpose were they permitted to accompany the Commissioner?

## KOWLOON FIRE PRECAUTIONS.

Will the Honorable the Colonial Secretary inform the Council whether, in view of the increasing number of houses in the Kowloon Peninsula, the Government has considered and deemed it expedient to make requisite provision in respect of a Branch of the Fire Brigade there whereby it will be possible to attempt to cope with any fire which may hereafter take place?

1. Third reading of the Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1869.

N.B.—Meeting of the Finance Committee will be held immediately after the Council.

## NOTES FROM SHANTUNG.

THE WHEAT HARVEST IS OPERATING.

III.

On the day which the combined sagacity of the Family has selected for the gathering of the grain, there is often only some toothless old woman left at home, or perhaps the outer gate is padlocked with one of the awkward devices of the Chinese always liable to be picked with a chop-stick, and man, woman and child goes to the field. Sometimes the word employed for collecting wheat is that denoting 'to reap,' that is, to use a sickle about six inches in length, fitted with a crooked handle, some fifteen inches long. Often the word is simply 'pull,' which signifies that the whole plant is jerked out of the ground and the dirt kicked off, the stalks being laid in rows to be bound into tiny bundles, a mere trawling in size of those in other wheat-growing lands. If the family keeps animals enough to lend the clumsy farmer, the bunches are piled upon that and slowly dragged homeward. If there is only a minute donkey, he is hauled up as to resemble a travelling straw-stick and the product of the field is deposited on the clashing floor in due for milking time.

Should there not even be a donkey the man comes as near to filling his place as he can, and the whole family return literally bringing their sheaves with them. Borrowing an animal is a thoroughly called 'asking' him, (i.e. asking for him), but at harvest time this is mere waste of breath.

On the wheat patch of the village rich man, there is a busy scene. The huge cart is loaded up with the precious sheaves, and the man is busy in bringing sheaves, loading, driving, &c.

But who are the two or three or more of others in front and in the rear, careful to keep out of the way of the workmen, yet haunting them as a shadow? These are the poor of this and of other villages—Yellow River refugees—whose harvest time has now arrived. 'When it rains puddings hold up your dish,' said our wise ancestors, but the wet vicer ancestors of the Chinese taught them how to insert their hands deep down into the dishes of their neighbors. The owner and his workmen do not of purpose let fall any stray stalks for the army of volunteer gleaners, but they are careful not to interfere with them in any way, which would be most impolitic. Straw is combustible, molasses are cheap, and the poor we have always with us.

For the week following the wheat-pulling, the air about a Chinese village is hard to breathe, especially on the 'lee side' of the threshing-floors. Groups of women and girls sit on the ground, and cut off the wheat heads which are threshed out by the same roller and winnowing contrivance operating slowly and with intermittent sequence. To eliminate the chaff, not many farmers own a fanning mill, and, when they do, it has no screen. But the impalpable breeze, and the patient law of gravitation are ever on hand, and the air is loaded with the mixture of the floors ultimately reduced to such degree of cleanness as suffices for Chinese demands. Even after it has been winnowed, it is desirable to spread it out on the threshing-floor at a later day to dry, as a safeguard against heating. Sometimes a sudden summer shower comes up so quickly that it is impossible to gather up the drying grain, and once have been known where many bags have been recklessly swept into the mudholes, and so buried in earth and slime as to be irrecoverable—an apt type of the uncertainty of mundane, and especially of Celestially mundane, things. It is an interesting feature of the wheat harvest that even the poor begin at that season to 'eat white,' which is at other seasons of the year contraband on account of its price. But now it has fallen to the lot of millet, and who would not eat it? Yet there is an interval of some days after the new crop is in when wheat is actually dearer than it was before. Those who own the old wheat and have held for a rise, will not abate a cash of their price, and the farmers are all too busy on the threshing-floors to go to market. For this reason, at that particular juncture, no one will tell what he is yet anxious to sell, and what everyone is wanting to buy!

As soon as there has been time to get the grain into bags, one begins to meet greatly overloaded donkeys on their way to some market town along the Grand Canal, where cargoes are made up in clumsy river boats for Tientsin and Peking. A great deal of grain is spoiled by dampness, owing to leakage, and probably some is pilfered, but there is no such wholesale robbery as always happens to the Emperor's rice. The straw is stacked up around the edges of the threshing-floors, and often covered with an outer mantle woven of the same or similar material with a view to exclude water. But after each one of the heavy soaking rains of summer, the former is under the disagreeable necessity of pulling down every one of its ricks and stacks, spreading the contents on the threshing-floor, and later rebuilding them, only to have the process repeated later on. Those grand old English barns of centuries ago, large enough and almost good enough to serve as town-halls, or as places of worship, have never had their counterparts in this Empire, where there is never enough of anything but dirt, and altogether too little even of that for the use of the innumerable millions who have to live on it and in it.

## CORRESPONDENCE.

THE SOCIAL EVIL.

To the Editor of the 'CHINA MAIL.'

Hongkong, August 23.

DEAR SIR,—I was glad to see in the issue of the *China Mail* dated August 9, that at last some steps were likely to be taken by the Legislative Council as to the locality of the brothels which at present abound in the Colony of Hongkong. It is high time the suggestions made at the meeting of the Council on the afternoon of the 8th inst. were carried into effect. It has often struck me that visitors to the Colony, who go through it thoroughly, must go away with the impression that an excessive amount of money is expended upon the social evil, and that the money is not only wasted, but is a detriment to the Colony. I do not mean to say that anyone purposely looks for such houses, but considering that nearly all day and night long the inhabitants of such houses are looking out over their respective domains, powdered and decorated like dolls, and chattering like a lot of magpies, one cannot possibly avoid having their attention drawn to them, and this is especially the case with visitors, who have not been in the Colony before. A great number of very respectable people live in that locality, and must be very ill at ease when asked to go far from their dwellings, and to be interviewed by brothel-keepers. It is necessary for such houses to exist, surely they could be restricted to a certain locality allotted by the powers that be. I think, if the Police were questioned, they could inform you that such houses exist in the very heart of Queen's Road Central. When it comes to that, Sir, I think something could be done in the interests of respectability by weeding out the tawny from the wheat, and so maintain the standard of morality and respectability that the beautiful Colony of Hongkong has hitherto held.

Of course I think for one moment of the future of the young children of our respectable people in the Colony, both European and Chinese, and the question is solved.

Trusting I am not oversteering on your valuable space by asking you to insert this, I remain, &c.

## A SUBSCRIBER.

[It seems to us that the rigorous enforcement of the powers conferred on the Superintendent of Police by the new Ordinance will do much to remedy the evil.—E.C.M.]

## JERRY BUILDING IN HONGKONG.

To the Editor of the 'CHINA MAIL.'

Hongkong, August 21, 1899.

DEAR SIR,—I was very much interested to note that a few nights ago you sounded the alarm regarding the permitted construction of the many 'Jerry' buildings that were being hastily put up in the completion throughout the Colony. Since reading it, I have made a point of inspecting some of these, and were I a limb of the law, I would have both Architect and Contractor dangling like geese from a pole from the eaves of the so-called houses. The question, of course, first forced itself upon one was whether the first half of the percentage on the contract that is usually made to the architect when a contract is signed, relieves him from all further supervision (except that of a most cursory nature at long intervals throughout its progress) and whether the architect is being carried on in the most complete and the most unscrupulous manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say the least of it; and the brickwork is of such a nature as could satisfy only an ignorant coolie. In many cases, if the roof or the line is being used, as you say, and unfavourably bricks are being carried on in the most complete and the most unscrupulous manner possible. The indifferent manner possible. Foundations are defective and bad, to say



## Shipping.

## Steamers.

## FOR WEST RIVER SERVICE.

**THE New River Steamer SAMSHUI WUCHOW** will be despatched alternately from Messrs. DOUGLAS LARRAIK & CO.'S Wharf at 5 p.m. on MONDAYS, WEDNESDAYS, and FRIDAYS, for WUCHOW. Calling at KONGMOON, KANCHUCK, SAMSHUI, SHUHHING and TAKHING.

Both Vessels have superior Accommodation for Saloon Passengers.

Fares, including sleeping berth, Hongkong to SAMSHUI, ... 85. WUCHOW, ... 810.

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 21, 1899. 1879

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR FUCHOW.

**THE Company's Steamship CHINTAI** Captain WILLIAMS, will be despatched as above on MONDAY, the 28th Instant. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 23, 1899. 1882

## THE OSAKA SHOSHEN KAISHA, LTD.

## FOR SWATOW, AMOY &amp; TAMSUI.

**THE Company's Steamship TAMSUI MARU** Captain S. NAGATA, will be despatched for the above Ports on SUNDAY, the 27th Instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, August 21, 1899. 1877

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports en route through Cebu to Australia, New Zealand, Tasmania, &c.)

**THE Steamship AUSTRALIAN** Captain HELLS, will be despatched for the above Ports on FRIDAY, the 1st September, at 4 p.m.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stowage and a daily qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 19, 1899. 1872

## UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

## FOR NEW YORK VIA SUEZ CANAL.

**THE Steamship INDRANI** Captain CAMPBELL, will be despatched as above on or about the 11th September.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, August 22, 1899. 1885

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR PHILADELPHIA &amp; NEW YORK.

**THE New Steamship PING SUEY** Captain C. DE LA PERRELLE, will be despatched for the above Ports on or about the 5th October, 1899.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, August 21, 1899. 1893

## FOR NEW YORK.

**THE 3 A.L.I. American Ship CHALLENGER** shortly expected from MANILA, will load here for the above Port, and will have quick dispatch.

For Freight, apply to ARNHOLD, KARBERG & Co.

Hongkong, July 23, 1899. 1729

## S I E N T I N G.

## Surgeon Dentist.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, April 6, 1895. 628

## GRIMAUD'S SYRUP

## OF HYPO-PHOSPHITE OF LIME

## FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty years with the greatest success, it continues to retain its reputation where all other medicine have failed.

Grimaud's Syrup immediately arrests the Cough, Spitting of Blood and Night-sweats, and the Appetite improves rapidly—a fact demonstrated by an increase of weight and healthy appearance.

Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAUD & Co., Paris. Sold by all Chemists.

For Sale by A. S. WATSON & Co., Chemists, 221.

## Shipping.

## Steamers.

## DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

**THE Company's Steamship HATAK** Captain ROBERT, will be despatched for the above Ports on THURSDAY, the 24th Inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.

Hongkong, August 22, 1899. 1888

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

**THE Company's Steamship CHELYDIA** Captain DAVIES, will be despatched as above on THURSDAY, the 24th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, August 17, 1899. 1854

## FOR NEW YORK VIA SUEZ CANAL.

**THE British Steamship CHAZEE** will be despatched for the above Port on or about the 25th August.

S.S. ARGYLE, will sail about 3rd Sept. S.S. OHN SANDERSON, (at intervals of 2 weeks).

For Freight, apply to DODWELL & Co., Ltd., Agents.

Hongkong, August 16, 1899. 1612

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

**THE Company's Steamship MENELAUS** Captain TOWELL, will be despatched as above on SATURDAY, the 26th Inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 15, 1899. 1839

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

**THE Co.'s Steamship INDUS** Captain DUCHATEL, will be despatched on or about SUNDAY, the 27th Instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, August 21, 1899. 1876

## THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FOR MARSEILLES & LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, Continental Ports, River Plate, &c.)

**THE Company's Steamship CHINGWU** Captain HANSEN, will be despatched as above on or about the 1st Sept.

For Freight, apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, July 28, 1899. 1732

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

**THE Company's Steamship STENTOR** Captain JACKSON, will be despatched as above on THURSDAY, the 5th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 15, 1899. 1838

## CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

**THE Company's Steamship CHINGFU** Captain WILLIAMS, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the Eastern and Australian S. S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 19, 1899. 1864

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

**THE Company's Steamship CHINGTU** Captain WILLIAMS, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 19, 1899. 1863

## UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

**THE full-powered Steamship PISA** will be despatched for the above Port on or about the 15th September.

The Steamer has superior Accommodation for First and Second-Class Passengers and has an average speed of 19 knots per hour.

For Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, July 16, 1899. 1623

## Mails.

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) ... THURSDAY, Sept. 7, at Noon.

China (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) ... TUESDAY, October 3, at Noon.

City of Rio de Janeiro (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) ... FRIDAY, October 27, at Noon.

**THE U. S. Mail Steamship CITY OF PEKING** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, August 12, 1899. 1834

## Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO & SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU. The UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S. S. Thyn ... 3,406 Tons ... About 14th September.

S. S. Belgien King ... 3,370 Tons ... About 15th October.

S. S. Curlew ... 2,929 Tons ... About 15th November.

**THE Steamship Thyn** will be despatched for SAN FRANCISCO and SAN DIEGO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 10, 1899. 1761

## Kinghorn &amp; Macdonald,

Consulting Mechanical Engineers and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

ICE MAKING.

Messrs. KINGHORN and MACDONALD having been appointed Sole Agents for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.

Address: Royal Central, under Hongkong Hotel.

Telephone No. 143.

Telegrams: "Kinghorn & Macdonald."

A. B. C. & A.I. Codes used.

JOHN W. KINGHORN, M.I.M.E., M.I.Mech.E., London.

DONALD MACDONALD.

Hongkong, May 28, 1898. 1063

## JOHN WALKER &amp; SONS

FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine Old Highland Whisky is shipped by OUTLER, PALMER & Co., and is obtainable in Hongkong of

G. O. ANDERSON, No. 13, Praya Central.

Hongkong, March 1, 1899. 516

## Mails.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America Maru (via Shanghai, Nagsaki, Kobe, Inland Sea, Yokohama & Honolulu) ... THURSDAY, Aug. 24, at Noon.

Hongkong Maru (via Shanghai, Nagsaki, Kobe, Inland Sea, Yokohama & Honolulu) ... SATURDAY, Sept. 23, at Noon.

Nippon Maru (via Shanghai, Nagsaki, Kobe, Inland Sea, Yokohama & Honolulu) ... THURSDAY, Oct. 19, at Noon.

**THE S. S. AMERICAN MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 22nd August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, August 12, 1899. 1794

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO & SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU. The UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S. S. Thyn ... 3,406 Tons ... About 14th September.

S. S. Belgien King ... 3,370 Tons ... About 15th October.

S. S. Curlew ... 2,929 Tons ... About 15th November.

**THE Steamship Thyn** will be despatched for SAN FRANCISCO and SAN DIEGO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 10, 1899. 1761

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Prussia ... Wednesday | Sept. 13.

Sachsen ... Wednesday | October 11.

Bayern ... Wednesday | Nov. 8.

König Albert ... Wednesday | Dec. 13.



WEDNESDAY, AUGUST 23, 1899.

THE CHINA MAIL.

Insurances.

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
TOTAL FUNDS AT 31st DECEMBER, 1898, £13,350,969.  
Authorized Capital £3,000,000.00  
Subscribed Capital £2,750,000.00  
Paid-up Capital £2,687,500.00  
Fire Funds £2,765,467.11

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, June 28, 1899. 1537

**THE IMPERIAL MARINE INSURANCE Co., Ltd., TOKYO.**

THE Underwritten are prepared to accept Marine Risks at Current Rates.

W. R. STEVENS & Co., Agents.

Hongkong, January 5, 1899. 45

**UNION ASSURANCE SOCIETY.**

(Incorporated in the Kingdom of Queen Anne A.D. 1714).  
CAPITAL FULLY SUBSCRIBED, £450,000.  
CAPITAL PAID UP, £180,000.  
TOTAL INVESTED FUNDS EXCEED £2,354,023.  
TOTAL ANNUAL INCOME, £923,208.

THE Underwritten, having been appointed Agents of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

Hongkong, August 19, 1899. 1142

TO LET.

OFFICES on 1st FLOOR, No. 50, QUEEN'S ROAD CENTRAL.

Apply to TAK CHONG.

No. 50, Queen's Road Central, Hongkong, August 19, 1899. 1898

Hotels.

BOARD & LODGING

\$2.00 PER DAY

90 & 92, QUEEN'S ROAD

WEST. 510

THE WESTERN HOTEL.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST-CLASS.

PASSENGER ELEVATOR FROM ENTRANCE HALL, TO EACH FLOOR, BOARD AND LODGING.

MONTHLY RATES NOW GIVEN.

P. BOHM, Proprietor and Manager.

Hongkong, 28th April, 1899. 1927

KOWLOON HOTEL, BRITISH KOWLOON.

THIS HOTEL is now under New Management, and is situated in a quiet locality. Excellent accommodation. Cuisine the best in the Colony.

BOWLING ALLEY AND BILLIARDS.

J. WILLIAM OSBORNE, Proprietor and Manager.

Hongkong, January 9, 1899. 79

NEW VICTORIA HOTEL.

ROTISSERIE, Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Table at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, May 1, 1899. 1788

To Let.

TO BE LET, FURNISHED, AT THE PEAK.

FOR FIVE MONTHS FROM 1st OCTOBER.

A Private detached Residence situated on Mount Gough, with FIVE ROOMS, GARDEN and TENNIS COURT attached.

Possession either by arrangement. For further particulars, address, "K."

Care of "CHINA MAIL" OFFICE, Hongkong, August 21, 1899. 1878

TO LET.

FROM THE 1st OCTOBER, 1899.

HOUSE No. 11, GAGE STREET. EIGHT ROOMS.

Apply to J. A. DE CARVALHO, 14, ARBUTHNOT ROAD, Hongkong, August 21, 1899. 1881

TO BE LET.

A COMFORTABLE 8-ROOMED RESIDENCE, WITH TENNIS COURT, situated on the PEAK ROAD, near QUEEN'S GARDENS.

Also, "CLOVELLY," A 6-ROOMED HOUSE, WITH GARDEN and 2 GRASS TENNIS COURTS, near the PEAK ROAD.

Apply to HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED, Hongkong, August 21, 1899. 1785

TO LET.

SEMI-DETACHED VILLA RESIDENCES on BOWEN ROAD (Now in course of erection).

PROPERTY lately occupied by the BOWEN ROAD SAW MILLS.

GROUND FLOOR, 52 PEAR STREET. OFFICES.—1st FLOOR, No. 10, PRINCE CENTRAL. (Lately occupied by Messrs. MERRICK & Co.)

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, August 22, 1899. 1455

NEWS BY THE CANADIAN MAIL.

An Alpine Tragedy.

Zermatt, Switzerland, July 28.—Early this morning tourists discovered Mme Morel and her daughter at the bottom of a ravine near here. Evidence showed that they had rolled a distance of 1,200 feet. Mme Morel was dead, her skull being fractured. Her daughter was badly injured and delirious. Unless she recovers her sanity, the facts regarding the accident which befell the two women cannot be ascertained.

Strike for Longer Hours.

New York, July 24.—Six hundred pressmen employed in the garment trade struck yesterday and organized a union. They claim their number will be doubled to-day, and that seven thousand more garment workers will strike for higher wages. The strike is the demand of the men that they may work 10 hours a week, instead of 50 as at present. They say they want to work up to the limit of the ten-hour law, as they can make more money.

Strikes in Cleveland.

Cleveland, July 24.—The scenes of wild disorder and violence witnessed in this city yesterday in connection with the street car strike, were succeeded this morning by marked quietness. Care was now running on at least a dozen different lines of the big consolidated system. They, however, carry but few passengers. Buses are in operation over many of the lines and these are well patronized. The city authorities were in conference in the city hall early last night, and as a result a call has been sent out for additional troops. All the available military forces of Cleveland is under arms. The riots and murderous attacks of Sunday evening, the night it was time to call out all the available troops.

Civilized America.

Without delay, July 24.—Clark Davis, the peevish murderer of Will Grant, a respected farmer, was lynched here early to-day. He was overtaken in a corn field and snatched both barrels of his gun at the passing party, and was then fired upon by them and instantly killed.

London, July 25.—An official communication from the United States Secretary of State has just been received. It states that the United States will adopt every legal measure warranted by facts to insure justice in the Fallal affair. The communication adds that Secretary of State has been prepared to the Italian charge authorities at Washington, the regret of President McKinley for the deplorable occurrences.

Brussels, July 25.—Charles Mack, leader of the gang that has been robbing and rigging in this vicinity, was taken to a big oak tree near the Odeon theatre at St. Louis and strung up. As his feet left the ground hundreds of shots from the mob were fired into his body. After he was dead the body was taken down and cut into small pieces and distributed among the mob.

Atlanta, Ga., July 25.—A message from Sheriff Patterson of DeKalb County, Ga., has just been received here to-night. "Town in bonds of a mob," said Mr. Patterson. "I have seen the mob and the mob is in a state of excitement. I have seen the mob and the mob is in a state of excitement. I have seen the mob and the mob is in a state of excitement."

A Mad Frenchman.

New York, July 28.—The Paris correspondent of the Herald says: "Paul de Cassagne, in his rage over the long life of the Republic, tears England and the United States to tatters this morning. He says there must be a revolution, he has done their utmost to make the conference at the Hague a failure. Germany, he says, at any rate, had the courage of her ideas, and was frank in declaring disarmament impossible. Then he goes on: 'An infamous role was played at the peace conference by England and the United States. Their alliance was enforced by the important interests of civilization. It is now proved, on the contrary, that they are not partners through their gluttonous habits of barbarity and savagery. Things in the chamber and in the United States, all are free to invent the most destructive weapons. England and the United States have audaciously assumed the responsibility of wars, and have put themselves beyond the pale of civilization. They are filthy nations, that place their advantages and selfish interests above the commandments of civilization and before all duties of humanity.'"

Never Known Chamberlain's Colic, Cholera and Diarrhoea Remedy to Fail.

The soothing and healing properties of Chamberlain's Colic, Cholera and Diarrhoea Remedy, its pleasant taste and prompt and permanent cures, have made it a great favorite with the people everywhere. For sale by All Dealers. Watkins & Co., General Agents.

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-89. The error of the table is Low Water or 2 feet below mean sea level. To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 6 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

High Water.		Low Water.	
Hour.	Height.	Hour.	Height.
Thurs. 21	5.10	5.10	0.4
22	5.15	5.15	0.4
23	5.20	5.20	0.4
24	5.25	5.25	0.4
25	5.30	5.30	0.4
26	5.35	5.35	0.4
27	5.40	5.40	0.4
28	5.45	5.45	0.4
29	5.50	5.50	0.4
30	5.55	5.55	0.4
31	6.00	6.00	0.4
32	6.05	6.05	0.4
33	6.10	6.10	0.4
34	6.15	6.15	0.4
35	6.20	6.20	0.4
36	6.25	6.25	0.4
37	6.30	6.30	0.4
38	6.35	6.35	0.4
39	6.40	6.40	0.4
40	6.45	6.45	0.4
41	6.50	6.50	0.4
42	6.55	6.55	0.4
43	7.00	7.00	0.4
44	7.05	7.05	0.4
45	7.10	7.10	0.4
46	7.15	7.15	0.4
47	7.20	7.20	0.4
48	7.25	7.25	0.4
49	7.30	7.30	0.4
50	7.35	7.35	0.4
51	7.40	7.40	0.4
52	7.45	7.45	0.4
53	7.50	7.50	0.4
54	7.55	7.55	0.4
55	8.00	8.00	0.4
56	8.05	8.05	0.4
57	8.10	8.10	0.4
58	8.15	8.15	0.4
59	8.20	8.20	0.4
60	8.25	8.25	0.4
61	8.30	8.30	0.4
62	8.35	8.35	0.4
63	8.40	8.40	0.4
64	8.45	8.45	0.4
65	8.50	8.50	0.4
66	8.55	8.55	0.4
67	9.00	9.00	0.4
68	9.05	9.05	0.4
69	9.10	9.10	0.4
70	9.15	9.15	0.4
71	9.20	9.20	0.4
72	9.25	9.25	0.4
73	9.30	9.30	0.4
74	9.35	9.35	0.4
75	9.40	9.40	0.4
76	9.45	9.45	0.4
77	9.50	9.50	0.4
78	9.55	9.55	0.4
79	10.00	10.00	0.4
80	10.05	10.05	0.4
81	10.10	10.10	0.4
82	10.15	10.15	0.4
83	10.20	10.20	0.4
84	10.25	10.25	0.4
85	10.30	10.30	0.4
86	10.35	10.35	0.4
87	10.40	10.40	0.4
88	10.45	10.45	0.4
89	10.50	10.50	0.4
90	10.55	10.55	0.4
91	11.00	11.00	0.4
92	11.05	11.05	0.4
93	11.10	11.10	0.4
94	11.15	11.15	0.4
95	11.20	11.20	0.4
96	11.25	11.25	0.4
97	11.30	11.30	0.4
98	11.35	11.35	0.4
99	11.40	11.40	0.4
100	11.45	11.45	0.4

THE AMERICA CUP.

NEW OF THE RIVAL YACHTS.

Greenock, July 26.—The Shamrock will be hatched for her trip across the Atlantic, and her hull will be strengthened by a novel and specially designed system of screw braces and trusses. Her hull will be stripped from end to end with heavy stays and screw trusses will then be led from side to side and screwed out until they bear hard against the stays. Similar screws will be led from the bilge to the deck, and when all are screwed up the hull will be secured against all chance of working strain giving in any direction.

[She sailed for America on the 9th of August.—Ed. C.M.]

London, July 26.—The departure of the Shamrock for the Clyde for New York is fixed for Tuesday. The outfitting of the America Cup challenger will be finished on Monday, and her compasses will be adjusted for an early start on the following day. Capt. Archie Hogg will sail her. The strengthening of the hull has been a complete success, making her thoroughly seaworthy.

THE "SHAMROCK'S" CHANCE.

London, July 27.—A long article on the Shamrock's chances in the Cup races appears in the *Evening World*. Starting upon the assumption that the *Payant* and *Britannia* were equal, the writer argues that the Shamrock showed herself to be capable of beating *Britannia* in a moderate breeze 25 or 30 minutes over a 20-mile course. With the advantage of the Shamrock's net, superiority over the *Payant* in sailing upon the course is estimated at 6 minutes, and the Shamrock's superiority over the *Defender* is assumed to be 3 minutes. It is estimated that the Shamrock's superiority over the *Payant* is 9 minutes. Therefore, according to the *Evening World*, if all things are equal, the Shamrock will win.

SOFT, FAIR, DELICATE SKIN.

A clear and healthy complexion produced by using Bore's Skin Cream, the most soothing, healing, and refreshing preparation, and warranted harmless to the most delicate skin. It removes freckles, tan, sunburn, redness, roughness, and all skin eruptions, itching, stings of insects, eczema, burns, insect bites, and all skin diseases. It is a valuable remedy for the complexion and cures the face, hands and arms in winter, less whitening, and in summer, less tanning. Ask Sures and Chemists for Bore's Skin Cream, and avoid poisonous imitations.

Cont. Photos: very cheap, 5 Octaves; 10 Octaves; 15 Octaves; 20 Octaves; 25 Octaves; 30 Octaves; 35 Octaves; 40 Octaves; 45 Octaves; 50 Octaves; 55 Octaves; 60 Octaves; 65 Octaves; 70 Octaves; 75 Octaves; 80 Octaves; 85 Octaves; 90 Octaves; 95 Octaves; 100 Octaves; 105 Octaves; 110 Octaves; 115 Octaves; 120 Octaves; 125 Octaves; 130 Octaves; 135 Octaves; 140 Octaves; 145 Octaves; 150 Octaves; 155 Octaves; 160 Octaves; 165 Octaves; 170 Octaves; 175 Octaves; 180 Octaves; 185 Octaves; 190 Octaves; 195 Octaves; 200 Octaves; 205 Octaves; 210 Octaves; 215 Octaves; 220 Octaves; 225 Octaves; 230 Octaves; 235 Octaves; 240 Octaves; 245 Octaves; 250 Octaves; 255 Octaves; 260 Octaves; 265 Octaves; 270 Octaves; 275 Octaves; 280 Octaves; 285 Octaves; 290 Octaves; 295 Octaves; 300 Octaves; 305 Octaves; 310 Octaves; 315 Octaves; 320 Octaves; 325 Octaves; 330 Octaves; 335 Octaves; 340 Octaves; 345 Octaves; 350 Octaves; 355 Octaves; 360 Octaves; 365 Octaves; 370 Octaves; 375 Octaves; 380 Octaves; 385 Octaves; 390 Octaves; 395 Octaves; 400 Octaves; 405 Octaves; 410 Octaves; 415 Octaves; 420 Octaves; 425 Octaves; 430 Octaves; 435 Octaves; 440 Octaves; 445 Octaves; 450 Octaves; 455 Octaves; 460 Octaves; 465 Octaves; 470 Octaves; 475 Octaves; 480 Octaves; 485 Octaves; 490 Octaves; 495 Octaves; 500 Octaves; 505 Octaves; 510 Octaves; 515 Octaves; 520 Octaves; 525 Octaves; 530 Octaves; 535 Octaves; 540 Octaves; 545 Octaves; 550 Octaves; 555 Octaves; 560 Octaves; 565 Octaves; 570 Octaves; 575 Octaves; 580 Octaves; 585 Octaves; 590 Octaves; 595 Octaves; 600 Octaves; 605 Octaves; 610 Octaves; 615 Octaves; 620 Octaves; 625 Octaves; 630 Octaves; 635 Octaves; 640 Octaves; 645 Octaves; 650 Octaves; 655 Octaves; 660 Octaves; 665 Octaves; 670 Octaves; 675 Octaves; 680 Octaves; 685 Octaves; 690 Octaves; 695 Octaves; 700 Octaves; 705 Octaves; 710 Octaves; 715 Octaves; 720 Octaves; 725 Octaves; 730 Octaves; 735 Octaves; 740 Octaves; 745 Octaves; 750 Octaves; 755 Octaves; 760 Octaves; 765 Octaves; 770 Octaves; 775 Octaves; 780 Octaves; 785 Octaves; 790 Octaves; 795 Octaves; 800 Octaves; 805 Octaves; 810 Octaves; 815 Octaves; 820 Octaves; 825 Octaves; 830 Octaves; 835 Octaves; 840 Octaves; 845 Octaves; 850 Octaves; 855 Octaves; 860 Octaves; 865 Octaves; 870 Octaves; 875 Octaves; 880 Octaves; 885 Octaves; 890 Octaves; 895 Octaves; 900 Octaves; 905 Octaves; 910 Octaves; 915 Octaves; 920 Octaves; 925 Octaves; 930 Octaves; 935 Octaves; 940 Octaves; 945 Octaves; 950 Octaves; 955 Octaves; 960 Octaves; 965 Octaves; 970 Octaves; 975 Octaves; 980 Octaves; 985 Octaves; 990 Octaves; 995 Octaves; 1000 Octaves; 1005 Octaves; 1010 Octaves; 1015 Octaves; 1020 Octaves; 1025 Octaves; 1030 Octaves; 1035 Octaves; 1040 Octaves; 1045 Octaves; 1050 Octaves; 1055 Octaves; 1060 Octaves; 1065 Octaves; 1070 Octaves; 1075 Octaves; 1080 Octaves; 1085 Octaves; 1090 Octaves; 1095 Octaves; 1100 Octaves; 1105 Octaves; 1110 Octaves; 1115 Octaves; 1120 Octaves; 1125 Octaves; 1130 Octaves; 1135 Octaves; 1140 Octaves; 1145 Octaves; 1150 Octaves; 1155 Octaves; 1160 Octaves; 1165 Octaves; 1170 Octaves; 1175 Octaves; 1180 Octaves; 1185 Octaves; 1190 Octaves; 1195 Octaves; 1200 Octaves; 1205 Octaves; 1210 Octaves; 1215 Octaves; 1220 Octaves; 1225 Octaves; 1230 Octaves; 1235 Octaves; 1240 Octaves; 1245 Octaves; 1250 Octaves; 1255 Octaves; 1260 Octaves; 1265 Octaves; 1270 Octaves; 1275 Octaves; 1280 Octaves; 1285 Octaves; 1290 Octaves; 1295 Octaves; 1300 Octaves; 1305 Octaves; 1310 Octaves; 1315 Octaves; 1320 Octaves; 1325 Octaves; 1330 Octaves; 1335 Octaves; 1340 Octaves; 1345 Octaves; 1350 Octaves; 1355 Octaves; 1360 Octaves; 1365 Octaves; 1370 Octaves; 1375 Octaves; 1380 Octaves; 1385 Octaves; 1390 Octaves; 1395 Octaves; 1400 Octaves; 1405 Octaves; 1410 Octaves; 1415 Octaves; 1420 Octaves; 1425 Octaves; 1430 Octaves; 1435 Octaves; 1440 Octaves; 1445 Octaves; 1450 Octaves; 1455 Octaves; 1460 Octaves; 1465 Octaves; 1470 Octaves; 1475 Octaves; 1480 Octaves; 1485 Octaves; 1490 Octaves; 1495 Octaves; 1500 Octaves; 1505 Octaves; 1510 Octaves; 1515 Octaves; 1520 Octaves; 1525 Octaves; 1530 Octaves; 1535 Octaves; 1540 Octaves; 1545 Octaves; 1550 Octaves; 1555 Octaves; 1560 Octaves; 1565 Octaves; 1570 Octaves; 1575 Octaves; 1580 Octaves; 1585 Octaves; 1590 Octaves; 1595 Octaves; 1600 Octaves; 1605 Octaves; 1610 Octaves; 1615 Octaves; 1620 Octaves; 1625 Octaves; 1630 Octaves; 1635 Octaves; 1640 Octaves; 1645 Octaves; 1650 Octaves; 1655 Octaves; 1660 Octaves; 1665 Octaves; 1670 Octaves; 1675 Octaves; 1680 Octaves; 1685 Octaves; 1690 Octaves; 1695 Octaves; 1700 Octaves; 1705 Octaves; 1710 Octaves; 1715 Octaves; 1720 Octaves; 1725 Octaves; 1730 Octaves; 1735 Octaves; 1740 Octaves; 1745 Octaves; 1750 Octaves; 1755 Octaves; 1760 Octaves; 1765 Octaves; 1770 Octaves; 1775 Octaves; 1780 Octaves; 1785 Octaves; 1790 Octaves; 1795 Octaves; 1800 Octaves; 1805 Octaves; 1810 Octaves; 1815 Octaves; 1820 Octaves; 1825 Octaves; 1830 Octaves; 1835 Octaves; 1840 Octaves; 1845 Octaves; 1850 Octaves; 1855 Octaves; 1860 Octaves; 1865 Octaves; 1870 Octaves; 1875 Octaves; 1880 Octaves; 1885 Octaves; 1890 Octaves; 1895 Octaves; 1900 Octaves; 1905 Octaves; 1910 Octaves; 1915 Octaves; 1920 Octaves; 1925 Octaves; 1930 Octaves; 1935 Octaves; 1940 Octaves; 1945 Octaves; 1950 Octaves; 1955 Octaves; 1960 Octaves; 1965 Octaves; 1970 Octaves; 1975 Octaves; 1980 Octaves; 1985 Octaves; 1990 Octaves; 1995 Octaves; 2000 Octaves; 2005 Octaves; 2010 Octaves; 2015 Octaves; 2020 Octaves; 2025 Octaves; 2030 Octaves; 2035 Octaves; 2040 Octaves; 2045 Octaves; 2050 Octaves; 2055 Octaves; 2060 Octaves; 2065 Octaves; 2070 Octaves; 2075 Octaves; 2080 Octaves; 2085 Octaves; 2090 Octaves; 2095 Octaves; 2100 Octaves; 2105 Octaves; 2110 Octaves; 2115 Octaves; 2120 Octaves; 2125 Octaves; 2130 Octaves; 2135 Octaves; 2140 Octaves; 2145 Octaves; 2150 Octaves; 2155 Octaves; 2160 Octaves; 2165 Octaves; 2170 Octaves; 2175 Octaves; 2180 Octaves; 2185 Octaves; 2190 Octaves; 2195 Octaves; 2200 Octaves; 2205 Octaves; 2210 Octaves; 2215 Octaves; 2220 Octaves; 2225 Octaves; 2230 Octaves; 2235 Octaves; 2240 Octaves; 2245 Octaves; 2250 Octaves; 2255 Octaves; 2260 Octaves; 2265 Octaves; 2270 Octaves; 2275 Octaves; 2280 Octaves; 2285 Octaves; 2290 Octaves; 2295 Octaves; 2300 Octaves; 230



### Merchant Vessels in Hongkong Harbour.

Beaumont, April 14, 1899